

HENNESSY'S
THREE STAR
BRANDY
Insist upon having it.

The Bombay Gazette.

No. 53,109—NEW SERIES.

BOMBAY:—THURSDAY, FEBRUARY 25, 1904.

PRICE 4 ANNAS.



PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways,
Steam Ports, and Docks, Places of Interest—Inland
and along the Coast, Postal and Telegraphic In-
formation, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

SHIPPING.
PENINSULAR AND ORIENTAL
COMPANY.

LIST OF DEPARTURES
FROM BOMBAY
WITH LIBERTY TO CALL AT BRINDISI
AND MALTA.

Date of Sailing.	Steamer.	Tons.	Connecting at.	Tons.
25th Feb.	ORIENTAL	2284	MOLDAVIA	3777
26th Feb.	PERIA	1591	ARCADIA	2603
27th Feb.	MACEDONIA	1690	AUTALIA	2501
28th Feb.	MACEDONIA	1690	AUTALIA	2501
1st Mar.	MACEDONIA	1690	AUTALIA	2501
2nd Mar.	MACEDONIA	1690	AUTALIA	2501
3rd Mar.	MACEDONIA	1690	AUTALIA	2501
4th Mar.	MACEDONIA	1690	AUTALIA	2501
5th Mar.	MACEDONIA	1690	AUTALIA	2501
6th Mar.	MACEDONIA	1690	AUTALIA	2501
7th Mar.	MACEDONIA	1690	AUTALIA	2501
8th Mar.	MACEDONIA	1690	AUTALIA	2501
9th Mar.	MACEDONIA	1690	AUTALIA	2501
10th Mar.	MACEDONIA	1690	AUTALIA	2501
11th Mar.	MACEDONIA	1690	AUTALIA	2501
12th Mar.	MACEDONIA	1690	AUTALIA	2501
13th Mar.	MACEDONIA	1690	AUTALIA	2501
14th Mar.	MACEDONIA	1690	AUTALIA	2501
15th Mar.	MACEDONIA	1690	AUTALIA	2501
16th Mar.	MACEDONIA	1690	AUTALIA	2501
17th Mar.	MACEDONIA	1690	AUTALIA	2501
18th Mar.	MACEDONIA	1690	AUTALIA	2501
19th Mar.	MACEDONIA	1690	AUTALIA	2501
20th Mar.	MACEDONIA	1690	AUTALIA	2501
21st Mar.	MACEDONIA	1690	AUTALIA	2501
22nd Mar.	MACEDONIA	1690	AUTALIA	2501
23rd Mar.	MACEDONIA	1690	AUTALIA	2501
24th Mar.	MACEDONIA	1690	AUTALIA	2501
25th Mar.	MACEDONIA	1690	AUTALIA	2501
26th Mar.	MACEDONIA	1690	AUTALIA	2501
27th Mar.	MACEDONIA	1690	AUTALIA	2501
28th Mar.	MACEDONIA	1690	AUTALIA	2501
29th Mar.	MACEDONIA	1690	AUTALIA	2501
30th Mar.	MACEDONIA	1690	AUTALIA	2501
31st Mar.	MACEDONIA	1690	AUTALIA	2501

The above Steamers convey Passengers to Marseilles, Plymouth and London.

Passengers for Brindisi transfer to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing and **CABIN BAGGAGE** before 9 a.m. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination. Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 11-30 and 1 o'clock p.m. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barge. Special attention is directed to these regulations, which are imperative under the Venice Convention. Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on WEDNESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms. Cargo Steamers are despatched to China at frequent intervals call at ports en route.

W. C. SYMES,
Acting Superintendent, P. & O. S. N. Company,
Bombay, 22nd February.

HOMeward PASSAGES.

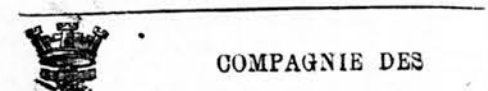


GRINDLAY GROOM & Co.,
BOMBAY

PASSENGERS booked without charge, and on favourable terms. Berths carefully selected. **SLEEPING CAR** and **CONTINENTAL RAILWAY** TICKETS issued. **RAILWAY OFFICIALS** and **MISSIONARIES** booked at reduced rates. **PASSENGERS** booked to ENGLAND via JAPAN and AMERICA, by the Canadian Pacific, Oriental and Eastern and Pacific Mail Routes. **HANDBOOK** giving details of fares, &c., and List of Sailing by all Lines sent free on application. **PA** **RENTS** must be paid on arrival. **SAGGAGE** shipped and cleared and Insurance effected covering all risks. **PACKAGES** cleared or shipped. **CIRCULAR NOTES, BANK NOTES, DRAFTS,** and **DISCOUNTS** at current rates.

Calcutta Agents.—GRINDLAY & Co.
London Agents.—GRINDLAY & Co.

COMPAGNIE DES
MESSAGERIES MARITIMES.



FRENCH MAIL
STEAMERS.

TO MARSEILLES.

Steamer.	Tons.	Captain.	To sail on
DUMRA	5,507	Schmitz	THURSDAY,
VILLE DE LA CROIX	6,830	Fleischl	25th Feb. 1904
OCEANIAN	4,259	Gulonnet	21st Apr. 1904

INTERCHANGEABLE TICKETS WITH THE
AUSTRIAN LLOYD'S S. N. CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's and Red Funnel. This arrangement will prove, in some cases, of special advantage to Passengers on three months' pilgrimages.

TO AUSTRALIA DIRECT,
AND THE FAR EAST, TRANSHIPPING
AT COLOMBO.

S. S. "NERA" 5,876 tons, Captain
J. Chevalier, to sail on or about the 14th March, 1904.
For further Particulars apply to
P. de BURE, Agent,
New Oriental Bank Buildings, 57, Esplanade Rm 1, Bombay

AUSTRIAN LLOYD'S S. N. CO.
UNDER MAIL CONTRACT WITH
THE AUSTRIAN GOVERNMENT.



BOMBAY TO TRIESTE VIA ADEN, SUKZ & PORT SAID
DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATRIZ	C. Ghizzo	4,191	1st Mar. 1904.
IMPERATRIZ	C. Ghizzo	4,191	1st Apr. 1904.
IMPERATRIZ	C. Ghizzo	4,191	1st May 1904.
IMPERATRIZ	C. Ghizzo	4,191	1st June 1904.

PASSAGE MONEY.

Steamer.	Captain.	Tons.	To sail on
GORITIA	C. de Breda	3,196	20th Mar. 1904
AUSTRIA	C. de Breda	3,196	1st Apr. 1904
SILVIA	C. de Breda	3,196	1st May 1904
WILLI	C. de Breda	3,196	1st June 1904

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on
GORITIA	C. de Breda	3,196	20th Mar. 1904
AUSTRIA	C. de Breda	3,196	1st Apr. 1904
SILVIA	C. de Breda	3,196	1st May 1904
WILLI	C. de Breda	3,196	1st June 1904

RETURN TICKETS TO TRIESTE AND VENICE
AVAILABLE FOR A PERIOD WITHIN
TWO YEARS.

1st Class, Rs. 900. 2nd Class Rs. 485. Saloon Rs. 600.
THROUGH TICKETS TO LONDON

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards and other Routes

INTERCHANGEABLE TICKETS WITH THE
MESSAGERIES MARITIMES CO

The Company are now in a position to issue RETURN
TICKETS available for one way by the Austrian Lloyd's
and the return voyage by the Messageries Maritimes
Co at reduced fares.
Passengers to VENICE transfer at TRIESTE to another
steamer of the Company which takes about 6 hours to
cross the Gulf.

STEAM TO JAPAN VIA COLOMBO, SINGAPORE,
HONGKONG, SHANGHAI, YOKOHAMA
AND KOBE.

Steamer.	Captain.	Tons.	To sail on
FRANZ	C. Matovich	5,013	25th Feb. 1904.
FERDINAND	C. Matovich	5,013	25th Feb. 1904.

For further particulars regarding Passages,
Apply to
E. SCARPA, Agent General,
Esplanade House, 51, Church Gate Street,
Fort, Bombay.

SHIPPING.
THE BRITISH INDIA STEAM
NAVIGATION COMPANY, LIMITED.

Intend to despatch Steamers as follows:—



FOR KURRACHEE DIRECT.

S. S. "DUMRA," 1,700 tons, on FRIDAY,
the 26th February, at 3 p.m. or later, on arrival of the
English Mail.

FOR Cutch MANDVI AND KARACHI.

S. S. "DUMRA," 1,700 tons, on MONDAY,
29th Feb., at 10 a.m.

FOR KATHIAWAR COAST PORTS, KURRA-
CHIEE AND PERSIAN GULF.

S. S. "HENZADA," 2,100 tons, on TUES-

DAY, the 1st March, at 10 a.m. calling (two-
times permitting) at Veraval, Mangalore, Portblair, Cutch
Mandvi, Karachi, Pashni, Muscat, Jask, Bunder Abbas,
Linga, Bahrein, Basra and Koweit, in the foregoing or any
order.

FOR KURRACHEE, MUSCAT, BUSHIRE,
AND BUSHEH.

S. S. "KAPURTHALA," 1,200 tons, on

THURSDAY, 25th Feb., at 10 a.m.

FOR POREBANDER, MOMBASA, AND
ZANZIBAR.

S. S. "VIRAWA," 3,300 tons, on or about

26th February.

FOR MORMUGA, MOMBASA, ZANZIBAR,
BEIRA, DELAGOA BAY, AND DURBAN.

S. S. "NERBUDA," 3,000 tons, on or about,

TUESDAY, 8th March, (with transshipment at
Durban to Company's Steamers for East London, Port
Elizabeth and Cape Town.)

FOR COAST PORTS AND CALOUTTA.

S. S. "CULNA," 2,000 tons, on or about

2nd March.

MAACKINNON, MAACKENZIE & Co.,
Agents
Bombay, 24th February 1904.

KING, KING & Co.

BANKERS and EAST INDIA AGENTS,
BOMBAY.

PASSAGES ENGAGED

and best available berths

secured at lowest rates obtain-

able by P. and O. and all other Steamers,

free of charge of Commission.

Latest List of Sailings, Fares and Handbook

of information furnished by return of post

on application.

SPECIAL REDUCED FARES for Railway

Officials, Missionaries and Family Parties

obtained.

Special attention paid to the grouping of

Passengers travelling 2nd Class by P. and O.

Every assistance rendered to Passengers

on arrival in Bombay. Baggage taken over

at the Railway Stations and Shipped.

Special Agents of the Firm meet all

Steamers at Brindisi and Marseilles.

Packages of every description received for

Despatch as Cargo to Messrs. HENRY S.

KING & Co., London, or Messrs. KING,

BAILLIE and Co., Liverpool.

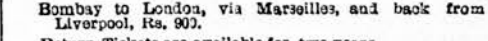
Freight and Marine Insurance at the Lowest

Rates. Quotations furnished on application.

KING HAMILTON & Co.,

CALCUTTA.

HENRY S. KING & Co., LONDON.



ANCHOR LINE.

HENDERSON BROTHERS, LIMITED.

SPECIALLY REDUCED FARES.

ON January 1st, 1903, the Anchor Line

made an all-round reduction on their Indian Service

Fares, and their rates of Passage Money are now as

follow:—

Bombay to Liverpool (all the way by sea) — Rs. 550

Bombay to Marseilles — Rs. 525

Passengers proceeding to London from Marseilles are

charged 25 extra for Railway Tickets at current rate in

exchange on the fare to Marseilles. To New York, Rs. 700

Suez, Rs. 550; Port Said, Rs. 385.

Return Ticket to Liverpool (all the way by Sea),

Rs. 850.

Return Ticket to London, via Marseilles, and back from

Liverpool, Rs. 900.

Return Tickets are available for two years.

Concessions on single ticket granted to Families, Railway

employees, Hospital Nurses, Missionaries, Tea Planters, &c.

Each steamer carries a duly qualified Surgeon and an

experienced Stewardess, and is fitted out with every comfort.

All cabins are on the upper Deck.

The following sailings have been arranged:—

Steamers. Captains. Tons. Sailing about

1904.

CHIOSSIA — Alex. Haig — 8,718 — 29th Feb.

OLYMPIA — C. F. Osborne — 8,718 — 29th Feb.

SCINDIA — S. Abey — 8,718 — 29th Mar.

BRITANNIA — A. C. Turner — 8,718 — 29th Mar.

MASSILLA — J. Thompson — 8,718 — 29th Apr.

ADIA — J. W. Shanklin — 8,718 — 29th Apr.

CHIOSSIA — Alex. Haig — 8,718 — 29th May.

The advertised rates to Europe include a passage by a

B. I. S. N. Co.'s steamer between Karachi and Bombay.

For rates for steamers not carrying Surgeon and

Stewardess, or for any other information regarding

Passage, &c., apply to the Undersigned.

W. & A. GRAHAM & Co.,
Agents,
Graham's Buildings, Bombay.

THE EXCELLENCE
OF FOOD

is of paramount importance, especially in hot countries, where
so much depends upon how the digestive organs behave.
It is with this knowledge that

W. B. GREEN & CO.,
APOLLO BUNDER
RESTAURANT,

OF THE

take special pains to see that everything served in or issued
from their Establishment is thoroughly fresh, and fit for
human consumption.

BREAKFASTS,
TIFFINS,
AND DINNERS.

are served in best style at any hour of the day, till 8-45 P.M.

Charges from Re. 1.

SPECIAL LADIES' ROOM for Light Refreshments. Drinks of
every description supplied at moderate charges, including the latest
American Beverages.

The BAND of the 123rd (Outram) Rifles PLAYS EVERY
WEDNESDAY, from 7 to 9 P.M.

ICES, ENGLISH AND ITALIAN
CAKES AND
FANCY SWEETS.

WE HAVE THE MOST VARIED ASSORTMENT ON PLAIN AND FANCY CAKES
FOR FESTIVE OCCASIONS IN BOMBAY.

Our Confectioners are artists and turn out the most artful DINNER-
TABLE DECORATIONS in the form of palatable SWEETS ever sold
in India.

BREAKFASTS, TIFFINS, AND DINNERS AVAILABLE DAILY.
WINES AND SPIRITS OF ALL DESCRIPTIONS.

SELECT BILLIARD TABLE.

PEARSE & CO.,
BY APPOINTMENT TO H. E. THE GOVERNOR,
SIRDA'S PALACE, FORT, BOMBAY.

THE ITALIAN STORES.
C. COLONNELLO, SON & CO.

STEVEDORES AND PURVEYORS TO THE NAVIGAZIONE
GENERALE ITALIANA SOCIETA REUNITE FLORIO AND
RUBATTINO, BOMBAY, AND THE ITALIAN
ROYAL MARINE, RUSSIAN AND ARGENTINE
MEN-O'-WARS.

105, MEDOWS STREET, FORT, BOMBAY.

GRUYERE, PARMESAN AND GORGONZOLA CHEESES
FINEST LUCCA OIL, PURE ITALIAN WINE VINEGAR.

MILAN SAUSAGES in Skin (Italian). Anchovies Salted (loose). Black and Green Olives
(loose). All kind of French, Italian, and German Stores.

Largest Importers of Fresh MACARONI, VERMICELLI AND SOUP PASTES assorted Fresh
consignments arriving here every month.

LENTILLES, Beans small and double, Rice (Carolina), WALNUTS, ALMONDS, and HAZELNUTS
MASTIC DE OHIO, VERMOUTH (Italian and French), CHIANTI, BARBERA, CAPRI
LACRIMA CHRISTI, and MARSALA, CHERRY and BLACKBERRY BRANDY.

Attention is drawn to our celebrated GRIGNOLINO CLARET as a Speciality and a thoroughly
Genuine article.—Only Rs. 10 per Doz. Bots.

MONGINI BROTHERS,
MANUFACTURING CONFECTIONERS AND CATERERS,

Specialists in

WEDDING, CHRISTENING
AND
BIRTHDAY CAKES,
ARTISTICALLY DECORATED.

FANCY CAKES
OF EVERY DESCRIPTION.

FONDANTS, ALMOND PASTE SWEETS, CHOCOLATES, &c.,
Made fresh on the Premises.

All Orders carefully attended to by the MANAGING PROPRIETORS.

MONGINI BROTHERS,
25-27, CHURCH GATE STREET, FORT, BOMBAY.

TELEPHONE No. 325.

PASSAGES Booked at
Short Notice. GOODS
cleared from Custom.

GOODS of every description taken charge of
Every convenience for Passengers going
Home and New Arrivals.

Our Representative will meet all Trains and
Steamers.

Satisfaction Guaranteed.

NEBUER & Co.,
PASSENGER AND SHIPPING AGENTS,
119, RAIPART ROW,
(Over Messrs. Dunnet & Co., Bombay.)

SPEED INDICATOR
COMBINING CHRONOGRAPH
AND WATCH.

INSURANCES.

THE DEMAND
STANDARD
POLICIES.
EVERY YEAR since 1865 the NEW BUSINESS has exceeded **£1,000,000** sums assured PER ANNUM—a result maintained uninterruptedly for so long a period by
NO OTHER BRITISH OFFICE.
NEW POLICIES IN 1903
ISSUED FOR.....**£2,337,000**
ACCUMULATED FUNDS.....**£10,640,000**
ASSURANCES IN FORCE.....**£27,000,000**

ASK FOR THE 1903
PROSPECTUS containing
the **LATEST RATES AND NEW**
SCHEMES, obtainable from
F. A. PREVOST,
Secretary, Bombay Branch.
BINNY & Co.,
Chief Agents, Madras.

NORTH BRITISH
AND
MERCANTILE INSURANCE Co.
ESTABLISHED 1809.

CHIEF OFFICES:
EDINBURGH, 64, Princes Street,
LONDON, 61, Threadneedle Street.
Total Funds as at 31st December,
1902.....**£16,378,771**
Revenue for 1902.....**£3,628,617**

The sum of **£830,160** was divided among Participating Life Policy-holders in 1900 yielding a **BONUS** at the rate of **£1-6-0** per cent. per annum not only on the original sums assured but also on all subsequent Bonuses.

POLICIES in some cases have been more than **DROPPED** in amount by the addition of **BONUSES.**

NEW PROSPECTUS JUST OUT.
GREAT REDUCTIONS
under all SYSTEMS.

For Prospectuses and Proposal Forms apply to
Messrs. KING, KING & Co.,
Agents and Secretaries.

NORTH BRITISH AND MERCANTILE
INSURANCE Co.,
Standard Buildings, Bombay.

THE GRISHAM LIFE OFFICE.
Annual Income.....**Rs. 12,000,000**
Annual Income.....**Rs. 20,000,000**
Limited Pension Assurance with 50 per cent.
Guaranteed Bonus.

TABLE I. T. L. N.
A person aged 25 next birthday, by payment of an Annual Premium of **Rs. 431.44**, for 30 years, or still his previous death, may secure a policy for **Rs. 20,000** and his table, entitling him to the following benefits:

(1) Should death occur during the 30-year term, Return of one-third of the total amount of the Premium paid, in addition to the face value of the Policy. Thus, if the claim arises in the 1st year, 10th yr., 15th yr., 20th yr., 25th yr., 30th yr. The amount payable will be **Rs. 14,171.12**, **14,171.12**, **14,171.12**, **14,171.12**, **14,171.12**, **14,171.12**.

(2) Should the Assured survive the 30-year term, (a) An Immediate Payout of **Rs. 5,000** as his death, for **Rs. 10,000**.

(b) A free paid-up Policy, payable as his death, for **Rs. 10,000**.

(c) Participation in the Capitalised Profits which will have accumulated during the period of 30 years.

(d) Participation in Profits at each of the subsequent Quinquennial Bonus Distributions.

For further information address:—
Messrs. CROFT, MODY & Co.,
Chief Agents for India, Burma and Ceylon, Bombay.

THE
ORIENTAL
GOVERNMENT SECURITY
LIFE ASSURANCE
COMPANY, LIMITED.

Established 1874.
FUNDS EXCEED TWO
CRORES AND TEN LAKHS

INVESTED IN GOVERNMENT
SECURITIES.
Rates are the lowest with safety,

being based upon the Company's
actual experience since its
Establishment.

Unsurpassed in

ADVANTAGES, AND LIBERALITY

POLICYHOLDERS.

Safest and Best Organization

for Policyholders of any Indian

Company.

Claims paid immediately

upon receipt of satisfactory proof.

ENDOWMENTS
AND
ANNUITIES
ON
SPECIALLY ATTRACTIVE TERMS.

Full Particulars and Forms may be obtained on

application to the Company's Office,

ORIENTAL BUILDINGS, BOMBAY.

R. PATTERSON BROWN,
Manager.

VISITING CARDS, DESIGNS, GREETINGS,
Monograms, etc., and all other work in the above
branches, executed in the most artistic and
high class manner. For rates apply to **STRENGTH AND**
by **STRENGTH AND** or **STRENGTH AND**.

COMMERCIAL INTELLIGENCE.

LONDON, FEBRUARY 23.	
1-1/2 per cent. Consols	235 1/2
do. 3 per cent.	235 1/2
do. 4 per cent.	235 1/2
do. 5 per cent.	235 1/2
do. 6 per cent.	235 1/2
do. 7 per cent.	235 1/2
do. 8 per cent.	235 1/2
do. 9 per cent.	235 1/2
do. 10 per cent.	235 1/2
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do. 12 per cent.	235 1/2
do. 13 per cent.	235 1/2
do. 14 per cent.	235 1/2
do. 15 per cent.	235 1/2
do. 16 per cent.	235 1/2
do. 17 per cent.	235 1/2
do. 18 per cent.	235 1/2
do. 19 per cent.	235 1/2
do. 20 per cent.	235 1/2

DISCOUNTS:
Bank of England.....**4 1/2**
3 months sight Bill.....**4 1/2**
6 months sight Bill.....**4 1/2**
9 months sight Bill.....**4 1/2**
12 months sight Bill.....**4 1/2**
Bank of India.....**4 1/2**
Bank of China.....**4 1/2**
Bank of Japan.....**4 1/2**
Bank of Persia.....**4 1/2**
Bank of Siam.....**4 1/2**
Bank of暹羅.....**4 1/2**
Bank of安南.....**4 1/2**
Bank of高棉.....**4 1/2**
Bank of爪哇.....**4 1/2**
Bank of蘇門答臘.....**4 1/2**
Bank of馬六甲.....**4 1/2**
Bank of檳榔嶼.....**4 1/2**
Bank of新嘉坡.....**4 1/2**
Bank of馬尼拉.....**4 1/2**
Bank of宿務.....**4 1/2**
Bank of巴拿馬.....**4 1/2**
Bank of科隆.....**4 1/2**
Bank of聖多明各.....**4 1/2**
Bank of海地.....**4 1/2**
Bank of多明尼加.....**4 1/2**
Bank of聖皮埃爾和密克隆.....**4 1/2**
Bank of馬提尼加.....**4 1/2**
Bank of安提瓜和巴布達.....**4 1/2**
Bank of巴巴多斯.....**4 1/2**
Bank of伯利兹.....**4 1/2**
Bank of牙買加.....**4 1/2**
Bank of海地.....**4 1/2**
Bank of多明尼加.....**4 1/2**
Bank of聖皮埃爾和密克隆.....**4 1/2**
Bank of馬提尼加.....**4 1/2**
Bank of安提瓜和巴布達.....**4 1/2**
Bank of巴巴多斯.....**4 1/2**
Bank of伯利兹.....**4 1/2**
Bank of牙買加.....**4 1/2**

IN NEW YORK:
2 days Receipts at the Port.....**10,000**
Do. last year.....**5,000**
Exports to Great Britain.....**5,000**
Do. to Continent.....**5,000**
Mid-Uplands.....**5,000**
Future, month of August.....**5,000**
Do. do. July.....**5,000**
Do. do. June.....**5,000**
Do. do. May.....**5,000**
Do. do. April.....**5,000**
Do. do. March.....**5,000**
Do. do. February.....**5,000**
Do. do. January.....**5,000**
Do. do. December.....**5,000**
Do. do. November.....**5,000**
Do. do. October.....**5,000**
Do. do. September.....**5,000**
Do. do. August.....**5,000**
Do. do. July.....**5,000**
Do. do. June.....**5,000**
Do. do. May.....**5,000**
Do. do. April.....**5,000**
Do. do. March.....**5,000**
Do. do. February.....**5,000**
Do. do. January.....**5,000**
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Do. do. August.....**5,000**
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Do. do. January.....**5,000**
Do. do. December.....**5,000**
Do. do. November.....**5,000**
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NOTICE TO CORRESPONDENTS.

All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

THURSDAY, FEB. 25, 1904.

RUSSIA AND JAPAN.

It is improbable Japan will suffer from any qualms of conscience over the charges brought against her by Russia. The accusation that she violated the Laws of Nations at Port Arthur is absurd on the face of it. Whether her action at Chemulpo was as justifiable we prefer to receive the report of the British commander before condemning her. To that of the captain of the French "Pascal" we attach little importance. In the first attack on Port Arthur Japan showed herself fully alive to the necessities of the case. The situation demanded precisely the course she adopted, and, if to some she appeared precipitate, it may be pointed out that those days of ideal chivalry when opposing lines invited the other to shoot first have long since departed. When Great Britain sent her fleet to Baskia Bay Russia raised a similar outcry. "Let Great Britain take such course as she pleases" exclaimed Gortchakoff, "history and possibly her contemporaries will pass their verdict on this defiance of logic and contempt for the world's peace." The only difference was that Japan was right and we, in sending our fleet through the Dardanelles without the permission of the Porte were emphatically wrong. The declared object of the Tsar, given to the world on his coronation, was "to promote the progress and peaceful glory of our beloved Russia and the happiness of all our faithful subjects." Russian action in regard to Manchuria and Korea would have been consistent with this policy if Japan had been foolish enough to comply. Russian aggression in the Persian Gulf will also be consistent with this declaration. For Russia will not attempt to fight us. If she were not prepared to deal with objections to her desire to promote progress and peaceful glory at the expense of Japan she is certainly not prepared to meet such obstacles as Great Britain would offer. There would be no objection to Russian progress and peaceful glory if she did not ask other nations to pay for them. She herself must bear the cost, and if other nations will not consent to stand aside Russia must make up her mind to see her national energies diverted from useful aims to "cataclysms whose horrors cause every heart to tremble."

We are glad the Japanese Minister formally protested at La Hague against the censure of his country's action and the disparagement of Japanese pretensions. The attack was perfectly gratuitous and M. Muraviev would best have consulted the interests of International Arbitration by confining his remarks strictly to the subject of Venezuela. Russia has committed the error of despising her adversary and the lesson of the past few days ought to have led her to adopt different methods. Russian leaders and Russian ministers satisfy themselves by their protests and their vituperation. They would have shown Japan no mercy had they got in the first blow. They would have seen nothing to object to had they followed up their victory in the most approved manner. What was it they desired? That Japanese courtesy should send a polite invitation to Admiral Alexieff to come out and exchange shots and possibly also an odd torpedo? "Admiral Togo's compliments to Admiral Alexieff and he proposes, if agreeable, to wait on him with a certain number of battleships, cruisers, and destroyers at such and such an hour with the object of trying conclusions?" Was the Russian commander-in-chief to reply that he was not "at home" for the present, but on the arrival of further naval and military reinforcements would be happy to receive him? The Port Arthur squadron's placing Russian troops on the Yalu river was the first act of war even if her guns did not fire the first shot, as has been alleged, and it is not remarkable that, in the words of our telegram, Japanese patience had been exhausted. Russian patience would have been exhausted had Japan adopted those tactics. The fact is: Russian Ministers never for a moment believed that Japan would stand so resolutely to her position. They imagined that their own show of franness, furnished over with a thin layer of veneer, would cause Japan to give way and abandon all her claims. It was this mistaken belief which accounts for the continuance of the state of unpreparedness. Had it been possible to protract the negotia-

tions another month Russia would have been in a better position to fight, and that was her object. More time was what her own officers told her was necessary in order that they might hold their own. And there while they reiterated their desire for peace they were pushing on with preparations which should deliver Japan into their hands. The overthrow of vice and the triumph of virtue was melodramatic.

It is satisfactory to find Mr. Austen Chamberlain had an opportunity to explain the purchase of the Chilean warships by Great Britain. Their acquisition by another Power would have disturbed the balance of international strength and their purchase made by British Navy equal to any other two European navies. No more excellent reason could have been shown. There are, as Mr. Ritchie declared, circumstances in the present situation amply warranting the purchase, amply warranting the utmost alertness in both branches of the service. No great value need be attached to the alarmist telegrams which come from Quetta, nor to that which tells of Russian activity in Turkestan. Yet we have something more to do than rest upon Lord Lansdowne's declarations about the Gulf, or Lord Curzon's speeches to the native authorities as a magazine writer aptly remarked the other day. Deeds, not declarations, are the only things that will avail us in combating our zealous rival in Asia, and if we are not prepared, we may one day find Russia endeavouring to treat us, on the Indian frontier, in precisely the same way she complains of against Japan at Port Arthur. In case of a continuation of France's unneutral acts at Jibuti or elsewhere, or any other untoward circumstance, which would enable Japan to claim the fulfilment of our compact, we should require every ship that we have to do the work we should require of them, and also every available man. Mr. Austen Chamberlain recognises this. So too do his colleagues, and it will be well with them if they do not lose sight of the necessity for preparing in every possible way. It is probable that the present war may terminate without our being implicated. But it is possible that it may not. Russian hatred, and misguided but influential agitation at Home, may defeat the efforts of capable Ministers. Our own military lessons in South Africa and Russia's naval lessons at Port Arthur should not be allowed to go without bringing us any advantage whatever part in the near future we may be called upon to play.

THE COMMERCE OF SIAM.

The statistics which have been published recently in reference to the trade which passed through the port of Bangkok during the year 1902 show very clearly that Britain's rivals by no means make the most of their opportunities in foreign markets. It is safe to say that had Great Britain's political influence in Siam equalled that of France the figures relating to her trade with that country would have headed the list. It is difficult to see what real advantage the French have obtained from their efforts to gain a protectorate over Siamese territory; for we find that the total of her exports to Bangkok only reached a little over £20,000, and that, far from assuming an important position in the list, she was absolutely last in the race for the market. Siamese trade is developing considerably. Her total commerce in 1901 amounted to £7,641,066, the exports amounting to over four millions sterling and the imports to over three millions, the increases on the twelve months being £388,971 in the case of the exports and £550,530 in respect of the imports. Naturally a very large percentage of the country's trade is carried on with the countries of the East. It is noticeable, however, that it is with British territory that the great bulk of Siamese commerce is done. Singapore, which heads the list, sends more than a million-and-a-half sterling of goods; Hongkong over three-quarters of a million; India, £139,000; China, a slightly less amount; and the Dutch possessions are responsible for some £60,000. Of the western countries Great Britain's trade is considerably larger than that of all other nations combined, and she exhibits no signs of retrogression. There is every reason to believe that Siam will become an increasingly good field on the trader. The trade in cotton manufactures seems to be largely increasing, and Great Britain up to now seems to have gained the lion's share of the profit accruing from this department of trade. Apparently Bombay has not made the most of the advantage which her geographical situation gives her. In the near future the railway concessions will be developed, and large quantities of iron stores will be contracted for. The French do not seem to be awake in this respect, and it seems more than likely that again it will be the home manufacturer who will reap the profit arising out of the civilising process now going on. The French commercial attaché naturally is rather disgusted at this state of affairs, but at the same time it is a circumstance which must afford pleasure to those who take an interest in the development of British trade. It is to be hoped that as Siam advances India also will not overlook the chances held out for commercial advancement.

ON several previous occasions we have commented upon the research work that has been accomplished by Dr. B. Sawhney, the chief medical officer of Jammu. Since the outbreak of the plague in Jammu Dr. Sawhney has devoted a great deal of time to the inculcation of a knowledge of and desire for sanitary principles in the daily life of the people of that city. He has found the task just as difficult as have sanitary reformers in other parts of India, but he is as energetically enthusiastic as when he first undertook his enquiry into the cause of the plague in the city in which he is particularly interested. He has just published a pamphlet which deals with the sanitation of Jammu City and discusses the means by which the town may be fortified against invasions of plague. He points out the great necessity of a proper dispersion of dwelling-places on the ground that mortality is directly proportional to the density of the population. He argues that in India fresh air is a greater desideratum than pure water, and therefore advises his municipality to spend their money on the dispersion of the dwellings of the inhabitants of the city rather than upon any big scheme of water-supply. There is good sense probably in this argument so far as it applies to Jammu, but we can hardly agree that it would hold good everywhere. It is quite true that where dirt exists disease will follow, and that a pure atmosphere is one of the most certain antidotes to disease. But though, as Dr. Sawhney rather tritely points out, human beings are not fish, water is

as great a desideratum as pure air and disease can be conveyed to them just as surely through the medium of the one as the other. The municipality of Jammu can doubtless do a great deal towards the better sanitation of that city, and with such a guiding spirit as Dr. Sawhney improvements may be expected, but the greatest progress will come from amongst the people themselves. To thin down the population by 5,000, as Dr. Sawhney proposes by building new dwellings outside the city, would solve the overcrowding question, but it would not prevent the accumulation of filth, which is always going on in an Indian city. However, it would be a great mistake to say anything which might tend to the discouragement of those who are so actively engaged in stamping out the plague in Jammu; and there is no doubt that the efforts of Dr. Sawhney and his colleagues will have a valuable educational influence upon the people who are so closely interested in them. Plague has been responsible for half the mortality which has occurred in Jammu since the outbreak of the disease two years ago, and it is quite evident that prompt and drastic measures are required to eradicate it.

THE LATEST AGRICULTURAL REPORTS SHOW THAT PRACTICALLY NO RAIN HAS FALLEN IN ANY PART OF INDIA RECENTLY, THE ONLY DISTRICT WHICH HAS RECEIVED ANY BEING ASSAM, AND EVEN THERE THE DOWNFALLS HAVE BEEN LIGHT.

However, agriculturists are apparently well supplied with moisture except in a few isolated districts of Bengal, Bombay, and the Punjab. Ploughing, sowing, and transplanting are still in progress in parts of Madras, and harvests also continue in that Presidency, the yields being fair. One or two districts of Bengal complain of an inadequate water-supply, and some damage to the crops has also been caused by insects in the Burdwan division of that Province. Little rice is being threshed, sugarcane is being pressed and the harvesting of the early spring crops still continues. The wheat and oil seed crops are estimated to yield a 94-per-cent. return. Cultivators are now turning their attention to the preparation of the land for early rice and jute, and, apart from the damage already alluded to, prospects are good. Preparations are going on in the United Provinces for the autumn crops. Some slight damage by frost is reported, but the poppy-crop is stated to be doing well. As already mentioned rain is rather badly needed in some districts of the Punjab. Hissar, Delhi, Umballa, and Ferozepore are suffering particularly, and the unirrigated crops in Hissar are withering. This irrigated crops seem to be in good condition. The sugar-cane yield appears to be up to the average. Conditions are good in the North-West Frontier Province, and in the Central Provinces the spring-crops are flourishing, although owing to the dryness of the soil wheat has suffered in one taluka. Outturns promise to be about normal so far as the wheat, gram, and linseed crops are concerned, and harvesting operations have now been commenced. In Central India the crops are in good condition everywhere except Bhopawar, where slight damage has been caused by rats. In Burma and Assam the situation is satisfactory and good reports have been received from other parts of the country.

HIS EXCELLENCY the Papal Delegate Apostolic to India is expected to arrive at Colaba Station on Friday at 7-10 a.m. He will be met by His Grace the Archbishop of Bombay and will reside at the Archbishop's House during his stay in Bombay.

News received from the Tibet Mission states that ample supplies have now been stored at Thana Camp.

OFFICERS for the Irrigation Branch of the Public Works Department are now being engaged by the Secretary of State. They are required to enable the new big schemes in the Punjab to be started.

We hear from Peshawar that Dr. Abdul Ghani, of Lahore, who was on his way from Kabul to India, has been detained at Jellalabad by order of the Amir. He had been granted leave but was detained by the Governor of Jellalabad on arrival at that place.

MR. E. DARDSEY, a well-known London merchant of Carzon-street, May fair, has bequeathed £250,000 to the London hospitals.

In the House of Lords on Friday 4, Lord Wenys gave notice of his intention to move in favour of the appointment of a Royal Commission to inquire into the condition of British trade, and as to whether any change was necessary for its improvement.

AFTER a most exhaustive inquiry in Europe and in the United States, the Administrative Council of the Swedish State railways have decided to recommend to the Government the adoption of electricity as the motive power on the railways of the country. The Council proposes at first to transform the lines in the neighbourhood of Stockholm into electric railways, and to begin this work during the present year should a sufficient sum be voted for that purpose. After this first section has been completed the conversion of all the State Railways into electric railways will gradually be proceeded with as credits are voted.

A GERMAN paper tells a story which, as it points out, very aptly illustrates the proverb, "Sic transit gloria mundi." It relates to a photograph recently shown to the writer which represents a white-haired lady who is being obviously reprimanded by a French policeman. The incident took place some time back in Paris, the lady being no less a person than the Empress Eugenie. Being in Paris and crossing the Place des Tuilleries, the scene of her former state, she bent down to pick a flower as a souvenir of her visit to that part of the Place where was formerly the park in which her son the Prince Imperial used to play as a boy. A policeman who saw her action came up and threatened to take the Empress in charge for her action in picking the flower, anything of the sort being strictly forbidden. The photograph was taken by a chance onlooker, Count Primoli, who happened to have a camera with him at the time.

MR. HENRY WATSON, dating from 552, Twentieth-street, New York, calls attention, in the "Saturday Review," to what he terms "the gloomy and unpatriotic pessimism of the English press and people," and contrasts this attitude with that of the Americans. "The Americans," he says, "do not consider it bad form to believe in their country, their industries, and themselves, and much free advertisement is given by the American press, which continually ridicules and sneers at the manufactured articles of other countries, noticeably England. This system has been pursued for many years now and has paid the United States very well. Their commercial travellers are trained to belittle everything English, and the forced laugh they emit when told a customer is using English goods is quite a good piece of stage business. Englishmen to-day seem to be ashamed to assert that English goods are still the standard of the world. In spite of American and German quantity, we can always rely on English quality, and nobody knows this better than the Americans themselves. I heard an American paper manufacturer say, 'I would rather have one car-load of English bleaching-powder than ten car-loads of American at the same price; that is, he would rather pay twice as much and get good English bleaching-powder than bother with the American article. The same may be said of hardware, cordage, and in fact everything. I have used both English and American, and pin my faith on English every time.'

A GAY SNOWCLAD CAPITAL.

ST. PETERSBURG IN WINTER.

BY WALTER WILLIAMS.

ST. PETERSBURG in mid-winter is the most picturesque capital in Europe, and it is the least patronised by foreigners. In the summer, when the city wears an uninteresting cosmopolitan appearance, English and American tourists come in swarms and get shaken to pieces in the Russian droskies as they rattle over the rough roads, which are paved with cobbles shaped like petrified sheep's kidneys.

When St. Petersburg receives her annual covering of snow and ice, writes Mr. Walter Williams, in the "Daily Express," the wheeled carriages are replaced by sleighs, with jingling bells and scintillating harness, which skim noiselessly over the white roads at terrific speeds.

The broad-flooding Neva is frozen three or four feet thick, and electric cars convey passengers across for the sum of five copecks, once a way. Peasants, on rough-looking skates, push huge chairs over the ice on runners at a good speed for twopence, from one side to the other, a distance of three-quarters of a mile.

The city itself is full of quaint contrasts. Homely looking women sit on the benches to the public parks up to their knees in snow, while the staid children playing round them, while the stern-looking Russians enveloped with furs and whiskers, stalk gloomily past.

The first things which strike the stranger are the universal politeness of the people and the absence of merriment of any kind. Russians have no sense of humour, and they seldom smile.

On entering a shop or an office a man takes off his cap, and does not put it on again until he has gone outside. At the hotels, servants wait by the door to help visitors to take their coats and overcoat off. There is a vast gulf between servants and employers which is never bridged over. To do anything for oneself in Russia is likely to entail disrespect from the lower classes. A Russian gentleman will wait five minutes for a man to come and take his coat off or to unlock the door of his bedroom.

THE SLEIGHT DRIVERS. The sleight drivers of the first class are picturesque-looking men and the majority of them are fat enough to make the Lord Mayor's coachman weep with envy. The ordinary tariff in St. Petersburg is twenty copecks or fourpence for fifteen minutes drive; but with the best sleighs this does not count and a bargain has to be made.

Men driving fast horses take the centre of the road and vie with each other in speed. The shafts of the sleighs project on each side of the horses back and have a big round knob at the end. This acts like a buffer and knocks the unwary way fairer out of the road, and enables him to be quietly run over by another sleigh passing on the side.

No one knows when the Emperor is going to drive out except the Chief of Police and he is as communicative as an oyster. The subject of the Emperor's drives is a Government monopoly.

Peasants and working men can get a bottle of vodka for sevenpence, and take it out into the street to drink or take home, where it is more or less alcohol, distilled from corn or barley generally, and tastes like weak gin and quinine. There are a certain number of restaurants where liquors can be obtained, but it is necessary to order food with them.

DEVOUT RUSSIA. St. Petersburg has numbers of very handsome churches which contain valuable paintings and mosaics, set with precious stones, worth millions of roubles.

The Russians as a race pray more publicly than any other people in the world, not excepting the Mohammedans. Shrines are erected all over the city and the devout Russian passes to utter a prayer at one shrine, and then looks across the street to pray to another one on the other side. The coldest weather does not make the slightest difference in this respect to men or women. They always pray, but seldom wash.

Russian cooking is rather indifferent, and the best restaurants have French chefs. They are frightfully expensive, but the wealthy Russian spends his money, and thinks nothing of paying thirty shillings for a short drive in a troika (three horses abreast, the two outside galloping and the centre horse trotting).

SILENCE IS GOLDEN.

The Russian who knows his business does not discuss affairs of state in public places. A young lawyer five weeks ago addressed a meeting of students of the foreign policy of the Government. Next day he was politely notified that it would be better for his health if he left St. Petersburg at once for Archangel, in the far north on the White Sea, and sojourned there for five years. Accordingly, the young advocate packed up at once and tarried not on his departure.

The Chief of Police governs the city with an iron hand and with the softest velvet. It is easy enough to get into Russia, but the difficulty is to get out. No one either Russian or foreigner can cross the frontier without a permit from the Chief of Police in the city he has last been staying in. At the German frontier station, Eydikunen, the train stops forty-five minutes to give the passengers time to think whether they really wish to enter Russia or not.

Then the train goes slowly on a few hundred yards, crosses a small river where the German and Russian sentries face each other on opposite banks and enters the frontier station, Wirballen.

All passengers alight and walk into the Customs house. Their passports are taken from them at the door. The examination of baggage is perhaps the strictest in Europe.

It is opened in the presence of three or four persons, and there is no tipping. After all the passports have been duly entered and rigidly scrutinised they are handed to the officers, who call out the names of the holders.

In answer to the call, the passenger opens his baggage, and after it has been passed he is handed a pink ticket which entitles him to his passport at the door. Russians have to get their passports renewed every six months or pay a fine.

A Jew from Berlin who was on the train with us had to pay a fine of £15 because his passport was out of date. On arrival at an hotel in a Russian city the foreigner hands over his passport to the clerk, who sends it at once to the police for notification. On leaving, it is returned to the traveller.

Foreigners are treated very politely everywhere in Russia, and are not followed by spies or interfered with in any way unless they speak loudly in public places as to the doings of the Czar, the Church, or the Government.

In that case they are politely but firmly requested to depart at once and recommended not to leave their hotel until the train starts. A ship paper is handed to them by the police and their passport is given them at the Russian frontier by a stranger. He has been on the train all the time, but out of sight.

Winter is the gayest time in St. Petersburg, when the theatres, operas, and all kinds of amusements are in full swing. Skating rinks are formed on the small streams which run through the city by sinking out down old boats in the water and letting it freeze over.

There is then no danger of drowning if the ice gives way. In St. Petersburg everyone rides, and the people, especially the women, are inclined to embonpoint and laziness. To walk is to run the risk of getting heart trouble. The cold weather is dry and agreeable.

ADMIRAL Togo, in command of the Japanese Fleet, is an odd Worcester boy. The ex-ambassador of that ship who is interested in watching the career of the Admiral, who has already done so well,

RAILWAY BRIDGE BLOWN UP.

JAPANESE OFFICERS HANGED

OPERATIONS IN KOREA.

THREE JAPANESE DIVISIONS LANDED.

COUNT LAMS-DORFF RESIGNS.

[THROUGH REUTERS AGENCY.]

LONDON, FEBRUARY 24.

A court-martial held on three Japanese disguised as coolies, who were arrested for attempting to blow up the Sangari railway bridge on the 21st instant, revealed the fact that they were a Japanese colonel of engineers, a naval torpedo lieutenant, and a lieutenant of sappers, all belonging to the General Staff. They were all found guilty, condemned to death, and immediately hanged from the Sangari bridge.

[FROM OUR CORRESPONDENT.]

LUCKNOW, FEBRUARY 24.

A special cable to the "Indian Daily Telegraph" from its London correspondent states that three Japanese officers have been hanged for wrecking the bridge over the Sangari River. The bridge across the Sangari River in Manchuria is the largest and most important one on the Trans-Siberian Railway.

[THROUGH REUTERS AGENCY.]

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The foreign Consuls are endeavouring to secure the neutralisation of the treaty port of Newchwang. A Russian Note to the Powers declares that Japan's proceedings are an open violation of the laws governing the mutual relations of civilised nations.

After quoting what she describes as various flagrant breaches of International Law, Russia considers it her duty to lodge a protest with the Powers, being convinced they will agree with her attitude.

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M. Sergius de Witte was till recently Russian Minister of Finance, a post in which he was superseded by M. de Plehve. During the eleven years he was Minister of Communications and Minister of Finance he carried out many reforms, some of which were undoubtedly for the benefit of the country while others have been condemned by his enemies as distinctly prejudicial. Among his many great works was the completion of the large war fund in gold said to amount to over 100 millions sterling. He covered Russia with thousands of miles of railways, founded technical schools and materially assisted in the construction of the Siberian and Manchurian Railways. It was he who helped to establish the Russo-Chinese Bank, to build Harbin and Dalny, and to enter into closer financial and commercial relations with China. The novel policy of practically annexing a country by building a railway through it and establishing commercial banks in Manchuria was his, and he went to Port Arthur to see that his plans were being effectively carried out. He took a great interest in the growth of the Russian navy by ungrudgingly voicing money towards the increase of Russia's naval power in the Far East and he interested himself in the construction of new ports and harbours in the Pacific, the Black Sea, and the Baltic.

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[In view of the new cruisers "Nishin" and "Kassuga" being expected to arrive at Yokosuka Naval Station about the middle of February, says the "Japan Herald," Mr. Ichihara, Mayor of Yokohama, consulted with the members of the Chamber of Commerce with regard to the welcome to be accorded to the British and Italian crews. As a result of the conference, a meeting was held at the Municipal Office, when Governor Sufu, Mr. Taniguchi, and the leading members of the Chamber of Commerce participated. It was decided to hold a promoters' meeting to consider as to the arrangements to be made. A note has been issued to the Prefectural Council, the Municipal Aldermen's Council, and the Municipal Council soliciting their co-operation in the matter.]

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Count Vladimir von Lamsdorff has been Russian Foreign Minister since 1900 and possesses all the Orders of Russia, including the Grand Cordon of St. Alexander Nevsky since 1898. He was born at St. Petersburg on the 25th Dec. 1844, and is the son of Count Nicholas Lamsdorff, General, A.D.C., to the Emperor Alexander II.

M. Sergius de Witte was till recently Russian Minister of Finance, a post in which he was superseded by M. de Plehve. During the eleven years he was Minister of Communications and Minister of Finance he carried out many reforms, some of which were undoubtedly for the benefit of the country while others have been condemned by his enemies as distinctly prejudicial. Among his many great works was the completion of the large war fund in gold said to amount to over 100 millions sterling. He covered Russia with thousands of miles of railways, founded technical schools and materially assisted in the construction of the Siberian and Manchurian Railways. It was he who helped to establish the Russo-Chinese Bank, to build Harbin and Dalny, and to enter into closer financial and commercial relations with China. The novel policy of practically annexing a country by building a railway through it and establishing commercial banks in Manchuria was his, and he went to Port Arthur to see that his plans were being effectively carried out. He took a great interest in the growth of the Russian navy by ungrudgingly voicing money towards the increase of Russia's naval power in the Far East and he interested himself in the construction of new ports and harbours in the Pacific, the Black Sea, and the Baltic.

A Singapore telegram dated February 24 states:—Having regard to the words used by the Tsar in his recent manifesto, in which he declared Japan's treachery would be avenged a hundredfold, the officials at Tokyo expect a full in the operations, especially as Admiral Alexieff and his staff have made Harbin their headquarters.

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TO ENGLISHMEN SCOTCHMEN, IRISHMEN, and OUR COLONIES
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THE MORAL.

I need not be missed if another succeed me;
To reap down those fields which in spring I have sown.
He who ploughed and who sowed is not missed by the reaper,
He is only remembered by what he has done.
The misery of Life is immensely increased in these days of Fevers, if you miss such a single precaution as Batliwalla's Ague-Mixture and Pills.

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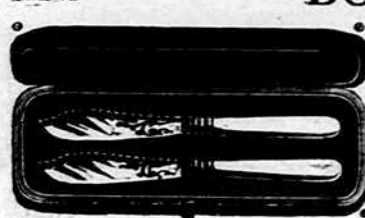
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Published by the Proprietor, GRATTAN GHEAT, at the Bombay Gazette Office at 121, Meadow Road, Fort, Bombay, and printed at the Steam Press and Jobbing Office, Armenian Lane, Rangoon Road, Fort.
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